

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:59 PM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 699 Const Calendar Day: 141 Date: 23-Oct-2012 Tuesday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 06:30 am 06:30 pm Break: 01:00 Over Time: 03:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather****Temperature** 7 AM 50 - 60 12 PM 50 - 60 4PM 50 - 60**Precipitation** 0.09"**Condition** Light rain in the AM to partly overcast in the PMWorking Day ☐ If no, explain:**Diary:**

Dispute

**Work description.**

- Took "localized" measurements of the current W-Line Hinge A pipe beam alignment with Jason Wilcox, Parviz Jalali (PJ), and Bob Brignano. The inspection began at 6:30am and was completed at 8:30am where the approximate time of sunrise at 7:25am. Ambient temperature at this time was 54F both in and outside of the SAS-OBG and Skyway steel tub sections. The conditions were mostly cloudy to partly cloudy with the steel/concrete temperature inside the bridge measured at 53F, and the top deck steel temperature on the W-Line Skyway steel tub measured at 47F. The following items below were measured this morning to get an idea of the current alignment and to see how long the measurements took:

- 1.) Measure the gap distance between the sleeve diaphragm plate and the pipe beam subtracting the sleeve bearing plate for the grout pad thickness.
- 2.) Place the 4' smart level on the stainless steel portion of the pipe beams to obtain the longitudinal gradient.
- 3.) Pull a tape between outer diameter of the the two pipes on the stainless steel sections to determine if the pipe beams are parallel to one another.
- 4.) Check the longitudinal location of the pipe beams using the delta equation from Submittal 2039R02 for diaphragms C and D to the center of the stainless steel section stiffener group in the pipe beam.

PJ and myself measured items 2 to 4 while Jason and Bob spent most of their time measuring item 1 as I assisted Bob and Jason when I was done (7:10am) with my set of measurements.

- Processed the measurements taken today as some calculations had to be done in order to quantify the vectors of the Hinge A pipe beams checking the work of ABF engineers.

- Attended an informal meeting from 11:00am to 2:00pm between ABF, TY-Lin, and Caltrans personnel regarding the alignment, construction, and engineering of the Hinge A pipe beams. The attendees at this meeting included the following:

ABF : Kevin Smith, Andre Markarian, Eric Blue

TY-Lin : Marwan Nader, George Baker, Hayat Tazir, Norm (don't know his last name)

CT : Paul Jefferson, Jason Wilcox, Bob Brignano, Ade Akinsaya



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Since I am concentrating mostly on the alignment of the Hinge A pipe beams the most important information that was pertinent to me was the following in the order of importance:

- 1.) Pipe beams are parallel to one another
- 2.) Pipe beams should be best fit or centered in the sleeves for the grout pad
- 3.) Longitudinal alignment of the stainless steel stiffener section

- Checked on the progress of the E-Line Hinge A pipe beam pulling operation. ABF had pulled the North E-Line pipe beam up to the 1st SAS sleeve (diaphragm B) where the pipe was bound against the sleeve. ABF ironworker superintendent Dan Dunn had released the horizontal jacking system approximately 1/2" back to the South. Bob Brignano explained that the reason of the North E-Line Hinge A pipe beam being bound after the bridges were aligned on the top deck was due to CCO#120. The TY-Lin designers made the decision in this CCO to alter the alignment on the SAS pipe sleeves to match the Skyway pipe sleeves vector as the intent was to not jack the E-Line Skyway from it's original position since it was pointed 2" to the south of centerline.

- Checked on the progress of the Shear Key and Bearing anchor rod installation through the E2 cap beam to prepare for upcoming surveys.

- Attended weekly Team Cable Safety Tailgate and staff meeting at 5:00pm to discuss the upcoming wrapping operations.

### Attachment



ABF ironworkers down below the S3 Shear Key pulling through the anchor rods that connect the shear key to the E2 cap beam.



The Hinge A pipe beams seen from inside the E-Line Skyway steel tub section as pulling operations on this side of the bridge are in progress.



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Steel temperature of 47 after the measurements were taken on the Skyway steel tub section near the seismic joint centerline.



Jacking seen on a temporary bearing support in the longitudinal direction of the bridge.



The smart level placed on the stainless steel section on the top dead center of the W-Line North pipe beam west of diaphragm C.



Skewed lower housing of Bearing B1 still needs to be rotated.



ABF ironworkers on the North Sidespan wrapping the main cable with S-wire.



Anchor rods installed through the lower housing of the B2 bearing.